

SAIGON BASE
MONTHLY REPORT
APRIL 1969

I. GENERAL

The overall situation in Vietnam remains about the same. The direct military pressure on Saigon has decreased but the terrorist activities continue unabated. Danang has received the majority of rocket attacks during the past month. There were six attacks in Danang compared with one attack in Saigon.

2. The overall activities remain approximately the same as the previous month. Flying time for the month was 8053 + 36 hours which was approximately 100 hours below the previous month. The Helio program for Vietnam ended on 30 April. It is expected there will be some Helio flying, but it will be extremely low. The movement of the Helio aircraft out of Vietnam has been requested.

3. The VN-41 COTR has departed on Home Leave and customer relations continue to improve.

II. FACILITIES DEVELOPMENT

There is one major and several minor projects underway and progressing slowly. The West Ramp is approximately 60% completed. There have been several delays due to police refusing to let the contractors trucks on base. This is a continual problem for all small contractors.

2. Several of the smaller projects, i.e. Revetment walls, Utility Tunnel, Lighting, Antenna Relocation etc.. are in various stages of completion. It is hoped most of these will be completed during the month of May.

III. OPERATIONS

1. Actual flight time for April was approximately 400 hours more than forecasted. This was primarily due to the VN-41 customer acquiring an additional Porter. Also there were more special VIP flights than normally scheduled.

2. Toward the end of April the VN-41 customer was advised to implement additional cost reductions. As a result they dropped all Helios from contract effective 1 May 1969. This should not drastically effect the over-all flying picture as the customer will probably schedule more effectively the Porter and Beech aircraft. Dropping the Helios from contract will present a manning problem for the Flying Department as the Helios will only fly as spares when the Porter commitments can not be made.

3. Effective 1 May 1969 a Volpar was assigned to the new 0069 contract; adding an additional 85 hours/month to this program.

4. There has been a noticeable reduction in controllable departure delays. BM, MTS, MFD, SRTM and SOM are receiving each night, at their homes, a revised printed schedule for the following day. This way, Department Heads are

finding errors which might result in a delay which previously were not found until the following morning. The same Department Heads are receiving advance notification on forms of VIP flights and they are giving these flights their personal attention.

5. Senior Operations Specialist made an Orientation Trip to VTE and UDN last month. We will attempt to schedule this trip for all of our OMs and OPSPs this year.

Flight Time Report (See Attachment A)

Aircraft Incidents (See Attachment D)

IV. TRAFFIC/USAID

1. Statistics

Cargo (including AF Caribou A/C)

	March	April
Outbound (Lbs) SGN	1,556,474	1,544,585
Inbound (lbs) SGN	141,568	80,117

TRAFFIC/AAM

1. TM/SGN has been fulfilling the additional duties of SRTM since 15 April during SRTM TCS to Danang.

2. There have been no major items of importance during the month with shipments of both passengers and cargo going fairly smoothly. No complaints have been received from the customers and on a couple of occasions they have been heard to pass on complimentary remarks.

3. We have been handling increased amount of CAX cargo, therefore have begun reporting total movement with this report.

4. A new contract was effected so that we now handle passengers for 4 separate activities.

5. Statistics

	March	April
Passenger departures SGN (All Contracts)	5,957	6,144
Passenger arrivals " (" ")	7,274	7,633
Outbound cargo	94,692	116,067
Inbound cargo	120,974	119,553

V. HOSTEL OCCUPANCY

1. During April, only 93 beds out of 150 were occupied during this period for a percentage of 62% occupancy. Also during this period, a total of two Non-availability slips were issued.

VI. GROUND TRANSPORTATION

(See Attachment B)

VII. MEDICAL

1. Number of sick call: 1710

2. Accident: 65. One traffic accident causing two utilitymaids died instantly and fracture case.

(a) [REDACTED] EMD - Mech. 1/C

[REDACTED] was assigning working night shift to take care of the water pump & power unit. When he found that one water pump located in front of Main Building was out of order, he tried to start the engine, in order to supply water to the cafeteria, while cranking the engine his hand slipped and cut the little finger of his right hand resulting in fracture & laceration. He was treated in the 7th Day Adventist Hospital, Saigon.

(b) The late [REDACTED] both RGMD Utilitymaids - April 5, 1969, [REDACTED] was riding her Honda going home after work from AAM base with [REDACTED] sitting on the back seat. On the Bien Hoa highway about a few miles from Binh Thanh, a big Army truck came from the other side of the road hitting them right in the front. Both of them died instantly on the accident spot. [REDACTED] was 3½ months pregnant [REDACTED] was 9 months pregnant.

3. Hospitalized sick call: 3

4. Hospitalized accident: 1

5. Unhospitalized accident: 64

6. Outcalls: 9

7. Physical examination:

1. Flight crew phy.	21
2. Pre-employment phy.	11
3. Accident flight phy.	1
Total:	33

8. Sanitation: Cafeteria - Fair - It is suggested that air conditioners be installed in the cafeteria. A few ceiling fans are not able to keep the room cool enough especially during lunch time when all tables are occupied.

9. Vaccination: 78

10. Total man days lost by reasons of sickness: 374 days

11. Total man days lost by reasons of accident: 169 "

VIII. PERSONNEL

(See Attachment C)

IX. FLYING

1. Three more resignations were submitted during the month. Captain Koch, F/Os [REDACTED] with F/O [REDACTED] to be effective during the month of May.

2. No other indigenous applicant for pilot positions were received. The questions submitted in the Monthly Report for last month were answered. A general pilots' meeting was conducted on 8 April. The main topic was VN-41

Customer requirement in FSO's. This customer has adamantly averred that no payment would be made on deviated FSO's. All trips flown by our crews has to be entered on the FSO prior to flight and attested to by a customer representative. The schedule "Customer Direction" is no longer a valid order.

3. April was an accident free month. It is hoped that we have accident proneness out of our system for the rest of the year. No ground nor traffic accidents were reported. We had one incident of note which is still under investigation. This is an alledged misapplication of flap control during a minimum run take-off in a C-47.

4. The incident involving Captain Stallman's car ended with a typical indigenous twist. The American Embassy wrote many pieces of correspondence protesting the action by the National Police. The Minister of Finance withdrew the order of payment of circulation tax on tax exempt automobiles. On 5 April, after one week of having his car impounded, Captain Stallman's car was released along with the coveted registration papers. A few more registration papers on other cars were released as well. Three days later the Minister of Finance reversed his order. We are now required to pay the circulation tax.

5. All but two Helio Courier are off contract. Effective 1 May 1969 the final two Helios will be dropped from contract. This poses an acute problem in finding a new home for old Helio pilots. There was some rumor that three of these pilots would be transferred to Vientiane. This question has been posed to DFD without answer. Regardless we plan to train four Helio pilots into the PC6C.

6. Beech - Due to Customer changing to Volpar on many of their requirements the Beechcraft program has taken quite a set back, however, we feel we have reached a leveling off point now.

We flew over 1000 hours the month of April and should fly about the same during the month of May.

Beechcraft program has enjoyed 67 accident free days. Think safety and fly safely.

7. C46 & C47 - To fulfill Cl23 manning requirements at Vientiane, we were assessed with the requirement to furnish 3 nominees.

Forecast hours for the month were: C46 718 hours - 789 hours flown
C47 838 " - 994 " "

8. Helio - April was a bad month for the Helio program 1004 hours were forecast but only 759 hours were flown.

The VN-41 customer has removed all Helios from his inventory effective 1 May and the program is about dead.

9. PC6C - The April flight time estimate of 1633 hours was exceeded by approximately 400 hours and only one of the twenty-eight captains assigned failed to make minimums. This pilot was on company business and after returning could not catch up even though sent to a high time station.

This time increase is due mainly to the PC6 assuming the work load of the Helios which went off contract with both customers on 1 May 1969. We had contemplated checking out two Sr. F/Os but are holding this in abeyance until the problem of what to do with Helio PIC's can be resolved.

The pilot morale situation, which is good, seems to be most negatively influenced by the low flight hours per duty day which this month was 3.8 hours per duty day with the average duty days being twenty. This is in keeping with the previous month and seems to be quite normal when dead heads, night standby, airport standby, home standby, etc. are considered.

Barring any serious incidents and with continued increasing reliability on the Garrett power plant the coming month should approximate a new high for the SVN Porter program.

10. VTB - Projected flight time for April was 1,000 hours. This proved to be quite a close estimate as 970 aircraft hours were flown.

Four Beech pilots were cross-trained into the VTB during the month.

We have started a project to train every pilot in FCF procedures by taking them on test flights. The training value is well worth while even though they may not be designated as test pilots.

11. 204B - April has shown a slight increase in flight time over last month. The total hours for the month were 1250.

Tainan again is costing the program flying time. In March two helicopters were grounded for a period of 17 days for engines. This month we are again hurting for engines, with one helicopter grounded at the present time. The fuel control problem is a growing concern.

The average pilot time for the month should be about 83 hours. This in itself is a good morale builder.

X. TECHNICAL SERVICES

1. April was a good month in that Customer/Company funding approvals were received for several long-awaited projects i.e. additional toilets for RMD, Fire Brigade Building, water system expansion, Nose Hanger Lean-To (DNG), Motorcycle Shed (NHA) and Nose Hangar Lean-To (NHA). The majority of these projects will be executed by outside contractors. The availability of contractors to accept these small construction projects is something new for us. In the past, we have always had to do these projects with in-house manpower. Our daily Preventive Maintenance of buildings and ground equipment took second place and suffered considerably. Construction Work Request (CWR) type projects were very slow in getting done, as manpower from the Plant Maintenance Shops were overloaded on "Major" construction projects. Hopefully

now we can devote the proper time and manpower into developing a good custodial service and an effective preventative maintenance system of buildings and ground equipment.

2. The overall flying hours was down some 300 hours from the previous month. Actually this is about average considering a 30 day month with one holiday. We can expect to see our flying hours average out to something like 250-270 hours for each calendar day. Flying time per aircraft on station has increased, as we transferred four C45 types to Tainan in March and two H395 types to Laos in April. We expect to send three more H395 types to Udorn next month, yet we have received only one PC6C as additional.

3. This month saw RMD plagued with tire/wheel shortages on Porters, Helios and Volpars. It got so bad that we had two Helios in the hangar with main wheel assys removed, in order to keep the other Helio's flying. A Porter in Can Tho had to ferry to Saigon where the last spare main wheel assy was. A Volpar VIP flight that came in with a main tire scuffed had to get a tire from a bird in the hangar undergoing heavy service. The stock levels are established but are not being maintained. Engine oil coolers were in shortage again this month. The revised engine change sheets call for the oil cooler to be replaced, no matter what the reason is for the engine being changed. This is a very good precautionary maintenance practice, but we must be supported with spare coolers or suffer lost revenue flying hours. When an engine is being replaced for reasons other than internal metal failure and the oil system inspection reveals no contamination, it is almost a crime to ground the aircraft when a spare oil cooler is not available. We has about six aircraft grounded for oil coolers during this month.

4. Spare engines were in the spot-lights again - the lack of sufficient spare engines that is. With our engine changes showing about 93% as un-scheduled and only 7% scheduled, our spare engine situation is not helped. The stock levels established is adequate to meet our needs but the total spares on-station rarely even gets near 40% of that authorized. TPE-331 and T-53-11A types are the most critical shortages.

5. It would be interesting to see what our aircraft availability and flying hour figures would be if our stocks of spare parts (engines, oil coolers, tires, brakes, etc) were reasonably maintained somewhere near the established stock levels.

Company Services	March	April
Transit	415	390
Overnight	701	760
No. 1 Service	29	27
No. 2 "	22	28
No. 3 "	5	5
No. 4 "	2	2
Engine change	20	25

Line Items	March	April
Requisitions	2983	2330
Receipts	2501	3191
Store Issues	6421	6901
Stock Credits	843	810
Posted to cards	17957	19526

E.J. Theisen
A/Base Manager

SAIGON BASE FLIGHT TIME REPORT
APRIL 1969.

1. Contract VM-41

A/C NO.	Revenue		Non-Revenue	
	Block Time	Flight Time	Block Time	Flight Time
N67984	68+40	55+08	8+53	6+68
N67985	99+03	78+38	19+06	16+50
B910	149+38	123+08		
B926	131+43	100+51	2+42	1+57
B928	90+11	74+22	20+22	18+03
B138	80+28	66+43		
B146	85+01	68+22		
6147	134+28	112+38	24+49	20+13
8084	152+59	125+33		
5559	161+53	146+00		
5994	126+40	107+22		
B817	85+24	69+06	21+52	19+37
B829	157+15	22+02	0+55	0+35
6083	131+03	108+05		
N544Y	30+54	25+40		
N9518Z	84+02	71+37	0+25	0+21
N6154U	52+46	39+12	2+05	1+24
N99562	99+45	84+01		
N77708	53+33	43+45	17+43	14+34
N9838Z	102+57	88+25	3+34	2+07
N9664C	18+54	14+46	22+17	18+36
N9577Z	11+36	9+04	13+47	11+29
N3728G	59+17	49+38	9+16	6+12
N9671C	8+10	6+57	2+09	1+35
N3674G	75+00	64+03		
N7695C	16+55	14+36		
N91295	11+13	8+49		
N9521Z	110+36	90+00	4+35	1+11
N9573Z	89+18	73+10	9+34	9+22
N5269Y	140+59	114+16	0+47	0+20
N77Y	87+30	75+02	2+50	1+34
N7950C	136+55	112+19	0+57	0+43
N51259	101+18	88+40	1+00	0+35
N21412	38+47	30+33	26+43	21+25
N6622C	16+56	13+44		
N9073Z	40+53	32+52	5+21	3+26
N9871Z	71+35	57+28	1+56	1+34
N9898Z	84+51	70+10	3+27	1+35
N358P	56+32	48+02	7+21	5+12
N285L	169+17	142+56	1+05	0+35
N391R	148+22	132+17	3+12	1+51
N394R	164+43	143+06	8+18	7+09
N9444	123+39	103+32	5+38	3+23

N198X	201+43	583322	1+65	6+60
N153L	172+09	149+42	1+00	0+47
N180X	20+05	17+33	0+59	0+64
N12450	31+05	26+30	0+36	0+31
N1303X	223+02		8+59	
N1306X	122+54		2+25	
N1306X	200+45		2+55	
N1307X	169+31		6+45	
N8512F	2+45			
N8513F	12+13			
N8514F	25+59			
N8535F	21+42			
B839	110+04	97+06	3+23	2+24
B865	82+47	72+31	1+57	1+36
B875	95+14	84+48		
B867	71+55	62+49	3+59	2+57
B869	145+03	124+03	0+45	0+20
B857	51+28	46+06	5+55	4+47
B849	84+36	71+48	2+54	2+28
IMPBT	40+03	36+20		
N748X	1+25	1+07		
N152L	17+15	15+55		
N184L	21+00	17+57		
N185X	3+03	2+40		
N192X	25+44	23+21		
N393R	11+35	10+21		
N194X	6+24	5+44		
Sub-total	5833+16	5015+13	294+44	236+54

2. Contract 4395

B138	16+20	13+20		
B146	28+05	22+11		
B817	46+26	34+53		
N539Y	41+08	32+39	25+40	22+21
N544Y	49+51	39+30	2+58	2+08
N3674G	4+38	3+58	3+30	2+18
N7695C	69+42	56+55	1+22	1+05
N91295	52+37	42+58	3+51	2+40
N9664C	1+07	0+42		
N9518Z	3+26	2+26		
N6154U	16+08	10+17		
N7770B	4+09	3+20		
N9838Z	8+43	6+58		
N9577Z	27+22	20+21		
N3728G	4+14	2+44		
N9671C	90+47	70+31		
N9871Z	1+21	1+00		
N748N	100+30	90+28	0+36	0+31
N152L	45+48	42+51	4+10	3+07
N184L	67+41	58+39	2+55	1+53
N185X	126+47	103+02	4+52	3+16

N192X	111+14	97+12	1+32	0+53
N393R	161+14	140+25	3+17	2+47
N194I	92+44	82+40		
N285L	2+03	1+43		
N394R	4+48	4+14		
N9444	12+06	10+20		
N153L	6+03	4+53		
N180K	14+21	13+15		
N12450	74+04	65+43		
B867	8+59	7+18		
B857	10+26	8+15		
B849	5+32	4+29		
XNPBS	13+46	12+13		
XNPBT	6+10	5+50		
N8512P	171+50	8+40		
N8513P	101+26	2+20		
N8514P	111+01	10+20		
N8535P	28+36			
N1303I	4+29			
N1305X	3+40			
N1306I	2+56			
N1307I	1+50			
Sub-total	1756+18	1544+01	76+03	64+29

3. Contract 0005

N6622C	62+47	52+38
N9664C	3+21	2+58
N21412	9+19	8+26
N98712	4+36	3+45
B867	5+45	4+59
N393R	1+07	0+52
N8535P	5+09	
Sub-total	92+04	78+47

4. Contract 0069

N3728G	1+11	0+59
Sub-total	1+11	0+59

Total Revenue Block Time	7682+49
Total Non-Revenue Block Time	370+47
Total Revenue Flight Time	6639+00
Total Non-Revenue Flight Time	303+13
GRAND TOTAL BLOCK TIME	8053+36
GRAND TOTAL FLIGHT TIME	6942+03

Flight Time by Type of Aircraft:

Type of A/C	Revenue		Non-Revenue	
	Block Time	Flight Time	Block Time	Flight Time
C-46	749+09	602+43	51+03	43+58
C-47	707+03	599+38	24+49	20+13

Flight Time by type of aircraft: (continue)

Bailed C-47	289+05	226+01	224+7	20+12
DHC-4	121+53	97+49	28+38	24+29
VTB	881+35	720+00	79+59	62+21
10-2 (Beech)	794+31	658+48	46+26	35+10
C-45	203+16	165+16	9+44	6+35
PC-6	1994+41	1720+22	46+36	33+29
Helio	731+48	638+35	18+31	14+32
204B	1209+48	1209+48	42+14	42+14
TOTAL	7682+49	6639+00	370+47	303+13

S A I G O N P L A S E
APRIL 1969

CLASSIFICATION	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	TOTAL
PERMANENT	50	182	190	17	206	1	34	6	610 [#]	15 ^{**}	3	2	1*	1096	221
TEMPORARY															
FTC															
PRE-PROCESSED									13				13		
TOTAL	50	182	190	17	206	1	34	6	623 [#]	15 ^{**}	3	2	1*	1109	221

GROUND PNL : 1109
FLIGHT PNL : 221
TOTAL : 1330

(*)
(**)
(G)

ATTACHMENT " C "

NHA TRANG SUB-BASE
APRIL 1969

CLASSIFICATION	[REDACTED]						TOTAL	
	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT
PERMANENT	8	16	29	82	82	135		
TEMPORARY								
FTC								
PRE-PROCESSED				2		2		
TOTAL	8	16	29	84	84	137		

STANDING PNL : 137
FLIGHT PNL : 0

TOTAL : 137

DA NANG SUB-BASE
APRIL 1969

CLASSIFICATION	[REDACTED]						TOTAL		
	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD
PERMANENT	4	16	31	110	111	161			
TEMPORARY									
FTC									
PRE-PROCESSED				1	6	5			
TOTAL	4	16	32	111	111	166			

GROUND PML : 166

FLIGHT PML : 0

TOTAL : 166

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 SAIGON
 MONTHLY ACTIVITY REPORT
 1-31 MARCH 1969

~~L~~ ART I
 AIRCRAFT INCIDENTS

Date	A/C No, Type & Contract	Place	Description
02 Mar	N1306X 204B VN-41	BT 1249	Acft was enroute to V-206 when PIC heard small arms fire pass near his acft. Acft immediately departed the area. No acft damage or personnel injuries involved.
02 Mar	N1306X 204B VN-41	BT 1747 (2NM NE V-63)	Acft was enroute to QUE SON carrying a sling 2000 lb sling load when an estimated 5 to 6 enemy weapons fired on the acft. The acft sustained one hit in the forward belly area. No personnel injuries involved.
08 Mar	B-928 C-46 VN-41	BS 5972 V-23	PIC was turning in for final to rwy 10 at V-23 when the acft came under fire. Acft took two hits, one in the leading edge of the left wing - the other through the belly, damaging a turnbuckle on the elevator control cable. No personnel injury was involved.
12 Mar	N77Y 10-2 Beech VN-41	V-52	While on final approach, acft received enemy ground fire from XR 4293. PIC elected to abort approach and proceeded to climb and make a close-in approach. Acft landed without further incident. No personnel injuries or acft damage involved.
13 Mar	994 C-47 VN-41	BT 1510 3NM SE V-239	Acft was on descent to V-239. After making a turn to avoid military acft pulling off their target, the acft received ground fire. PIC elected to make a right-hand diving evasive turn. No acft damage or personnel injuries involved.
23 Mar	N8512F 204B 4395	BT 0454	Acft was flying below weather when PIC heard three rounds directed at N8512F. PIC increased airspeed and descended. Acft continued mission without further incident. No personnel injuries or acft damage occurred.

: 25 Mar :	N1303X	: BT 2424	: PIC was heading west with a sling load :
:	204B	:	when aircraft came under fire from one :
:	VN-41	:	short burst of automatic weapons fire. :
:		:	PIC continued on course without further:
:		:	incident. No aircraft damage or :
:		:	personnel injury involved. :
:		:	:
: 30 Mar :	N1306X	: BS737-825:	Acft was enroute between two helipads :
:	204B	: 17 Km on :	when acft received enemy ground fire. :
:	VN-41	: 043° out :	PIC reported incident to military :
:		: 8f V-23	gunships in the area. No acft damaged :
:		:	occurred. :
:		:	:
: 31 Mar :	N1306X	: BS 2217/	Acft was flying at 1200' due to loc al :
:	204B	: 12 Km SW :	weather, when acft received enemy :
:	VN-41	: of V-40 :	ground fire. PIC reported enemy posi-
:		:	tions to friendly ground troops in the :
:		:	vicinity. PIC avoided this area on :
:		:	additional missions. No acft damage :
:		:	occurred. :

II
ART II
SITUATION SUMMARY

The enemy offensive continued during the reporting period. It was characterized by attacks by fire on both military and civilian targets. On 4 March, the Vice President of the medical college of Saigon University was shot and killed. On 5 March, an assassination attempt was made on the Vietnam Prime Minister near the U.S. Embassy. The Post Office in the Cholon section of Saigon was destroyed by terrorist. There were almost daily terrorist incidents in Saigon during March. Saigon was hit by rocket fire on three occasion during the period, killing and wounding a large number of civilians. All of our RON stations were hit by rocket fire one or more times during the month.

The enemy is apparently still attempting to maneuver into a position for launching large scale ground attacks against Saigon and other major cities in RVN. Although many food and weapons caches have been found, the fact that a 10 ton cache represents only about 3 or 4 truck loads, and enemy convoys of as many as 30 trucks have been sighted in the III Corps area, should be considered.